

# BookletChart™

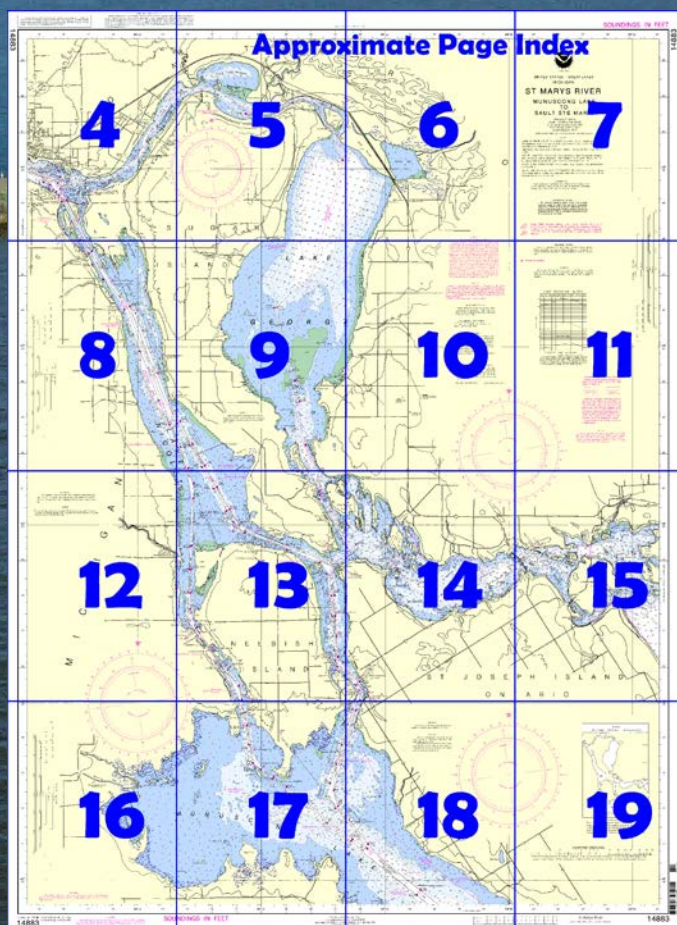


## ***St. Marys River – Munuscong Lake to Sault Ste. Marie*** **NOAA Chart 14883**

***A reduced-scale NOAA nautical chart for small boaters***  
***When possible, use the full-size NOAA chart for navigation.***



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14883>



#### (Selected Excerpts from Coast Pilot)

**St. Marys River** forms the outlet of Lake Superior, connecting it with Lake Huron. Whitefish Bay at the SE corner of Lake Superior, the river flows in a general SE direction to empty into Lake Huron at Point De Tour, a distance of 63 to 75 miles depending on the route traveled. After passing through De Tour Passage, the river turns NW and widens. Between Black Rock Point and the S end of St. Joseph Island, the river extends across the mouth of Potagannissing Bay. From Old Fort St. Joe Point at the S end, the river extends along the W side of St. Joseph Island for about 19 miles

to **Stribling Point** at the N end. About 3 miles NW of Old Fort St. Joe Point, the river narrows between **Hay Point** and **Point aux Frenes**, **Munuscong Lake** is the widening in the river between Point aux Frenes and the foot of Neebish Island, about 8 miles N.

**Neebish Island**, about 8 miles long and 4 miles wide, is in midriver opposite the N end of St. Joseph Island. Narrow channels lead around either side of the island.

**Munuscong Lake** is a widening in St. Marys River from Point aux Frenes upstream to Neebish Island. **Lower Course 8**, upbound and downbound, leads from the turn at Point aux Frenes NW for 4.6 miles through Munuscong Lake. The depth in the channel is 28 feet. The channel is marked at the lower end by a **128°** lighted range on **Hay Point**.

Near the middle of Munuscong Lake, at the upper end of Lower Course 8, the dredged channel of the St. Marys River divides to lead around either side of **Neebish Island**. The upbound channel leads generally N between the E side of Neebish Island and St. Joseph Island, thence WNW between the N side of Neebish Island and the S end of **Sugar Island**, thence N again in Lake Nicolet to the junction with the downbound channel. The courses through this stretch are well marked by lighted and unlighted buoys and ranges.

**Course 9** leads 3.6 miles NNE to **Johnson Point** on the SE side of Neebish Island. The E side of the channel has a depth of 21 feet for a width of 200 feet. The W side has a depth of 27 feet for a least width of 300 feet. The W side of the channel is marked by a **017°** lighted range at the upper end, and the E side is marked by an unlighted range.

**Course 8** leads NW for 1 mile from Johnson Point to **Mirre Point**. The NE side of the channel has a depth of 21 feet for a width of 400 feet, and the SW side has a depth of 28 feet for a least width of 600 feet. The deep side of the channel is marked by a **134°56'** lighted range at the lower end and a **314°** lighted range at the upper end.

**Course 7, Munuscong Channel**, leads N for 3.2 miles from Mirre Point to **Stribling Point** (46°18.8'N., 84°06.9'W.), the NW point of St. Joseph Island. The E side of the channel has a depth of 21 feet for a width of 200 feet, and the W side has a depth of 27 feet for a least width of 300 feet. The E side of the channel is marked by a **177°** range at the lower end and a **357°** range at the upper end.

**Currents.**—As the speed limits established for the St. Marys River in **33 CFR 162.117(g)**, chapter 2, refer to the speeds over the bottom, and as the currents in the river are variable, masters are cautioned to regulate the speed of their vessels by running on time from point to point instead of relying on the number of revolutions per minute of the propeller. (See Coast Pilot for details.)

Currents for the following locations in the St. Marys River are given at high water flow of 110,000 cubic feet per second (cfs), medium water flow of 76,000 cfs, and low water flow of 57,000 cfs, respectively. Little Rapids cut (course 2): 2.2 mph (2.0 knots), 1.6 mph (1.4 knots), and 1.4 mph (1.2 knots)

West Neebish Channel Light 29: 1.8 mph (1.6 knots), 1.3 mph (1.1 knots), and 1.0 mph (0.9 knots)

Six Mile Point: 1.6 mph (1.4 knots), 1.1 mph (1.0 knots), and 1.0 mph (0.8 knots)

West Neebish Channel rock cut (course 6): 1.5 mph (1.3 knots), 1.1 mph (0.9 knots), and 0.8 mph (0.7 knots)

Middle Neebish Channel dike (course 6): 1.4 mph (1.2 knots), 1.0 mph (0.9 knots), and 0.9 mph (0.8 knots).

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Cleveland

Commander  
9th CG District  
Cleveland, OH

(216) 902-6117



# Table of Selected Chart Notes

## Pump-out facilities

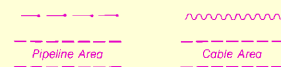
### CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

### CAUTION

#### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging or trawling.

Covered wells may be marked by lighted or unlighted buoys.

### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

### NOTE C

Lake George is marked by buoys. These buoys are not shown because they are frequently shifted in position and may be relocated without prior notice.

### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:  
○ (Accurate location)    ◌ (Approximate location)

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and is considered equivalent to World Geodetic System 1984 (WGS 84) for practical plotting purposes. Positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

### NOTE D

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the St. Mary's River. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.

### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Sault Ste. Marie, MI KIG-74 162.55 MHz (Chan WX-1)

### NOTE Z

#### NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/vessel\\_sewage/vsdnozone.html](http://www.epa.gov/owow/oceans/vessel_sewage/vsdnozone.html).

### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

### CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

### SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

### NOTE B

The channel legend reflects the Corps of Engineers project depth. For further information on channel depths, direct inquiries to Office of the District Engineer, Corps of Engineers, Detroit, Michigan.

### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys, and Fog Signals for information not included in the U.S. Coast Guard Light List.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

### NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum). Depths are referred to the sloping surface of the river when the gage below the locks reads 578.4 feet and Lake Huron is at elevation 577.5 feet.

Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

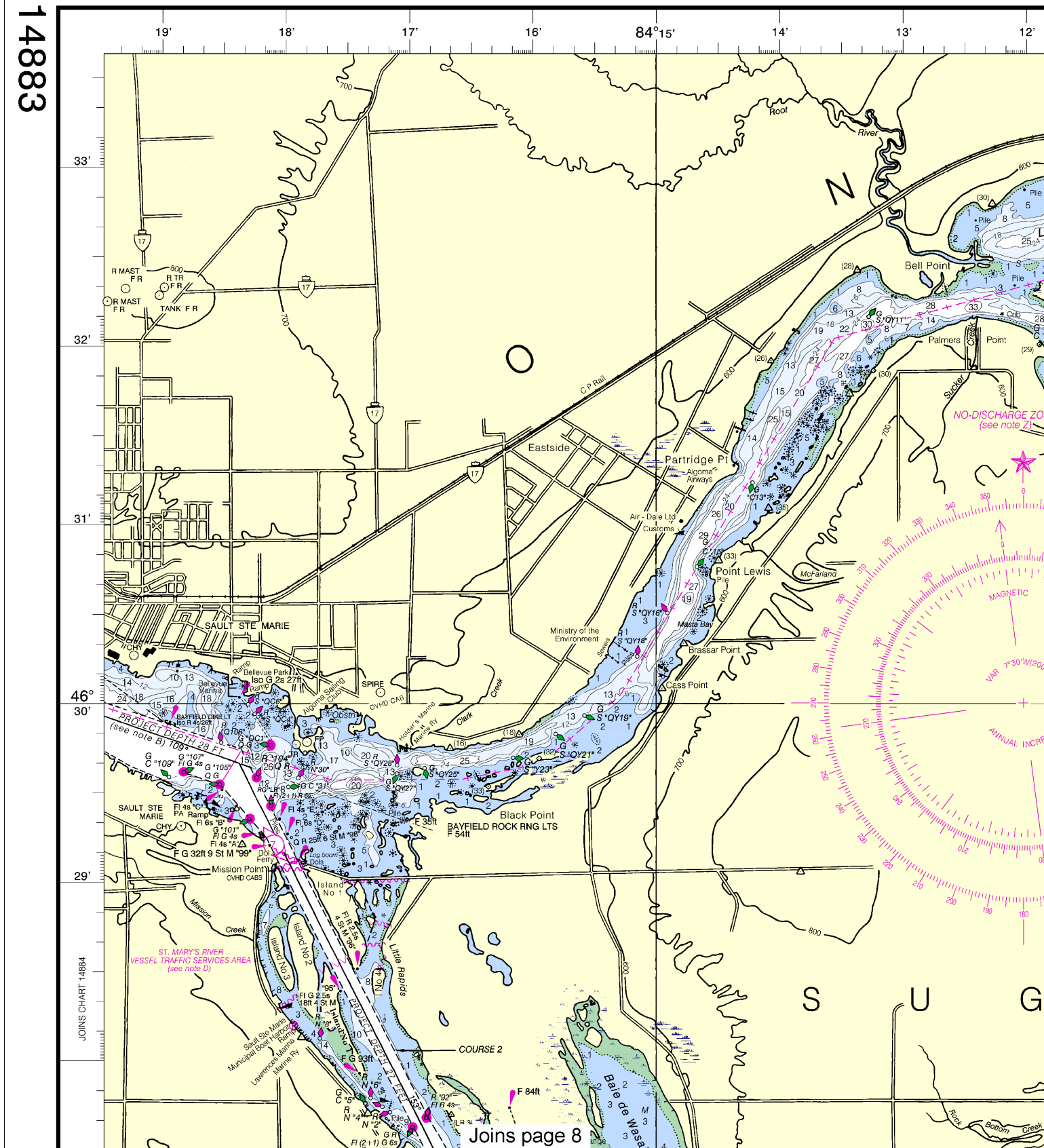


Vessel Traffic Services calling-in point; arrow indicates direction of vessel movement. Mandatory calling-in points are identified numerically. Voluntary calling-in points are identified alphabetically. For additional information see U.S. Coast Pilot 6 and the U.S. and Canadian Notice to Mariners.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

PRINT-ON-DEMAND CHARTS  
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

14883



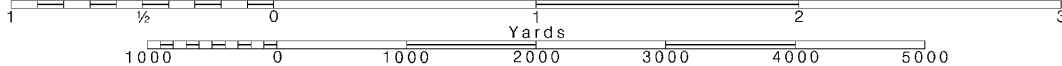
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

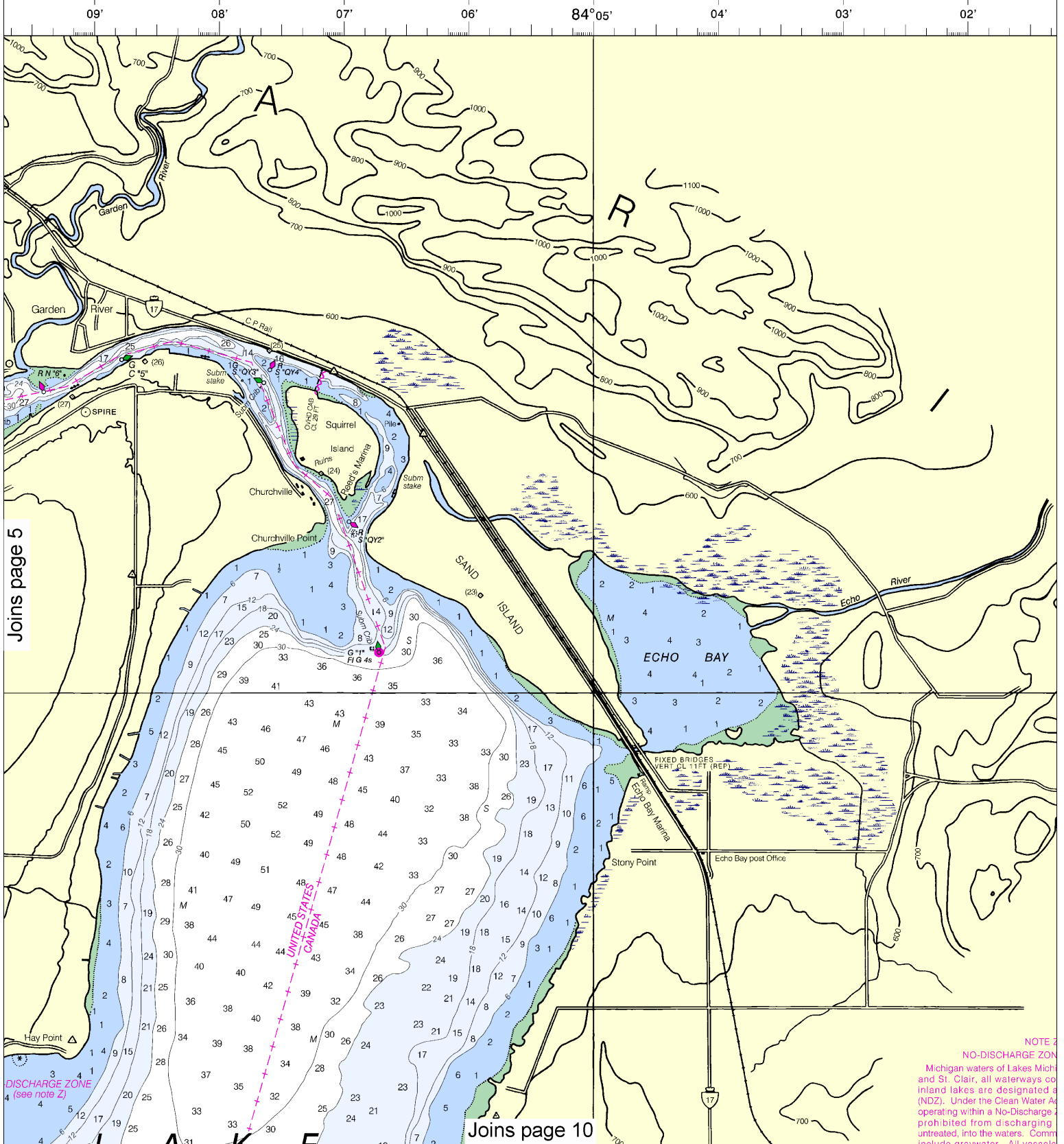


Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





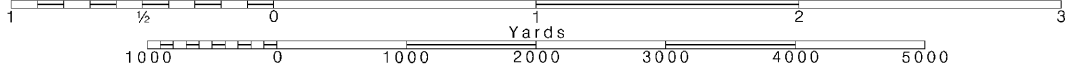
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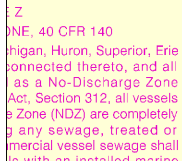
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

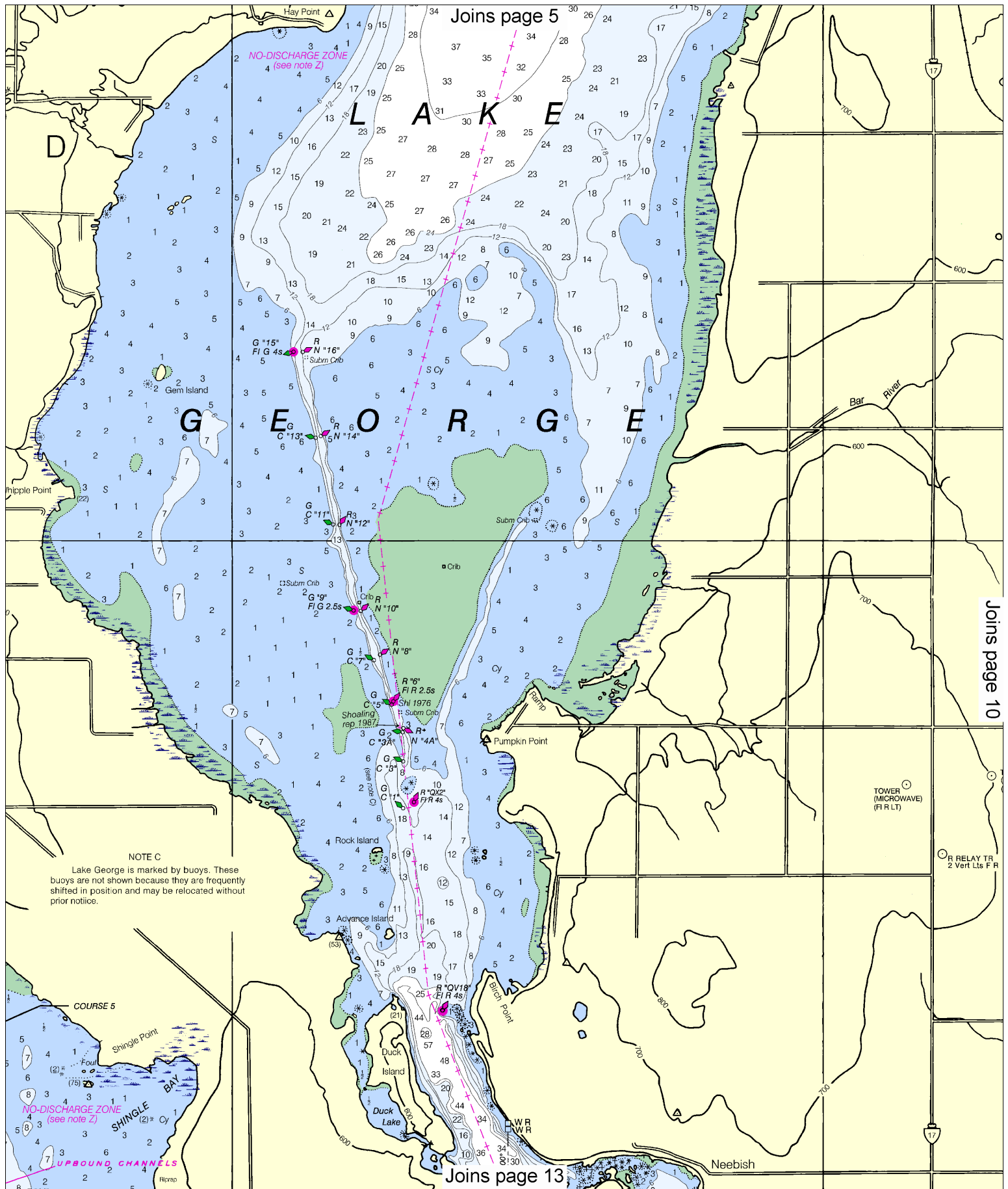
See Note on page 5.













**Z**  
ONE, 40 CFR 140  
Michigan, Huron, Superior, Erie  
connected thereto, and all  
as a No-Discharge Zone  
Act, Section 312, all vessels  
Zone (NDZ) are completely  
any sewage, treated or  
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are navigating, moored,  
NDZ must have the MSD  
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a holding tank. Regulations  
in the U.S. Coast Pilot.  
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site: <http://www.epa.gov/vsdnozone.html>.

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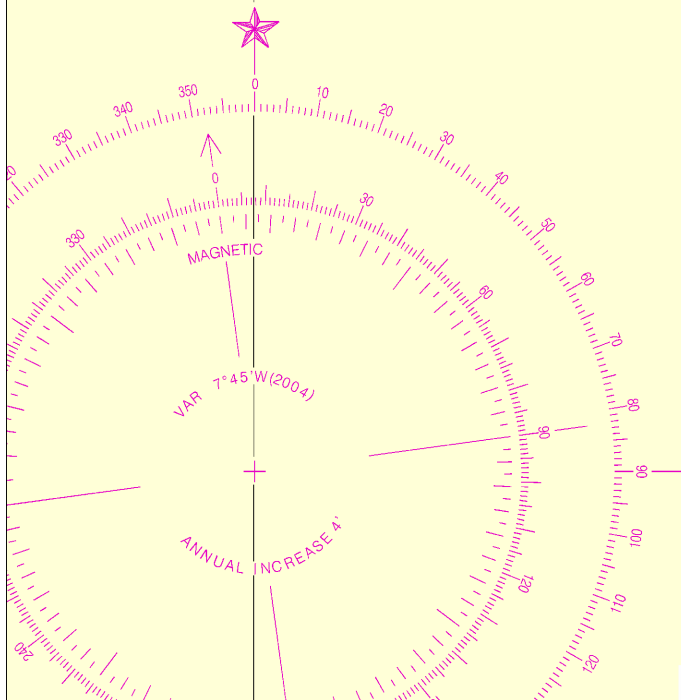
**ELECTORS**  
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**FORMATION**  
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(Approximate location)

**RADIO BROADCASTS**  
Radio stations listed  
us weather broadcasts.  
is typically 20 to 40  
antenna site, but can be  
al miles for stations at

G-74 162.55 MHz (Chan.WX-1)



# POLLUTION REPORTS

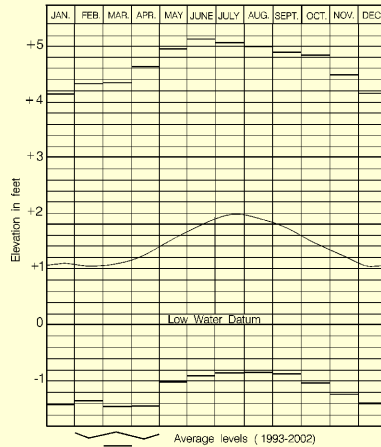
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## Pump-out facilities

### CAUTION

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## LAKE MICHIGAN - HURON

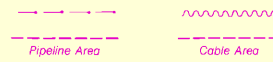


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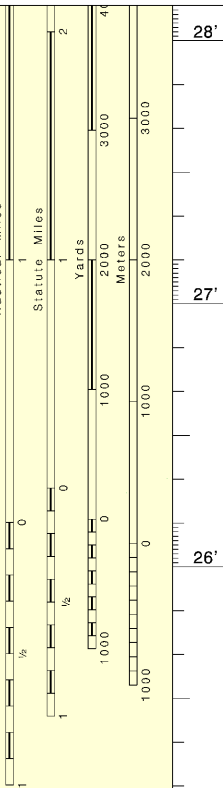
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Covered wells may be marked by lighted or unlighted buoys.

### NOTE D

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SCALE 1:40,000  
Nautical Miles



28'  
27'  
26'  
46°  
25'

24'

23'

22'



Joins page 8

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No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

**NOTE B**

The channel legend reflects the Corps of Engineers project depth. For further information on channel depths, direct inquiries to Office of the District Engineer, Corps of Engineers, Detroit, Michigan.

M  
I  
C  
H  
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A  
N

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MAGNETIC  
VAR 7°30'W (2004)

DOWNBOUND CHANNEL

ST. MARY'S  
VESSEL TRAFFIC  
(see no)

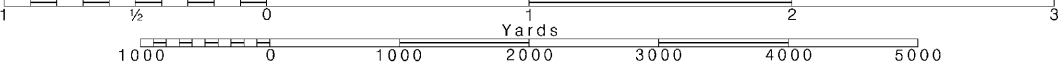
12

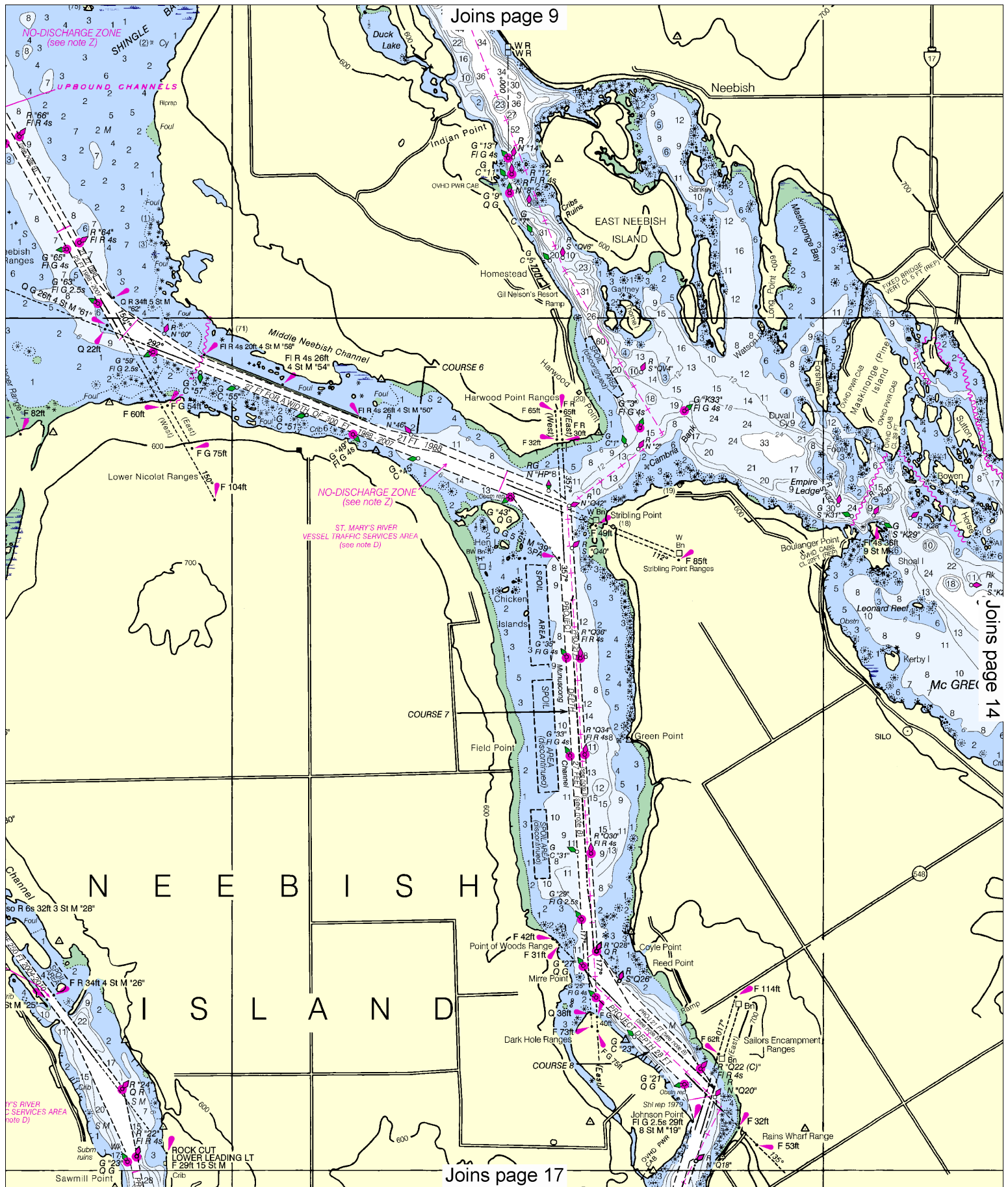
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

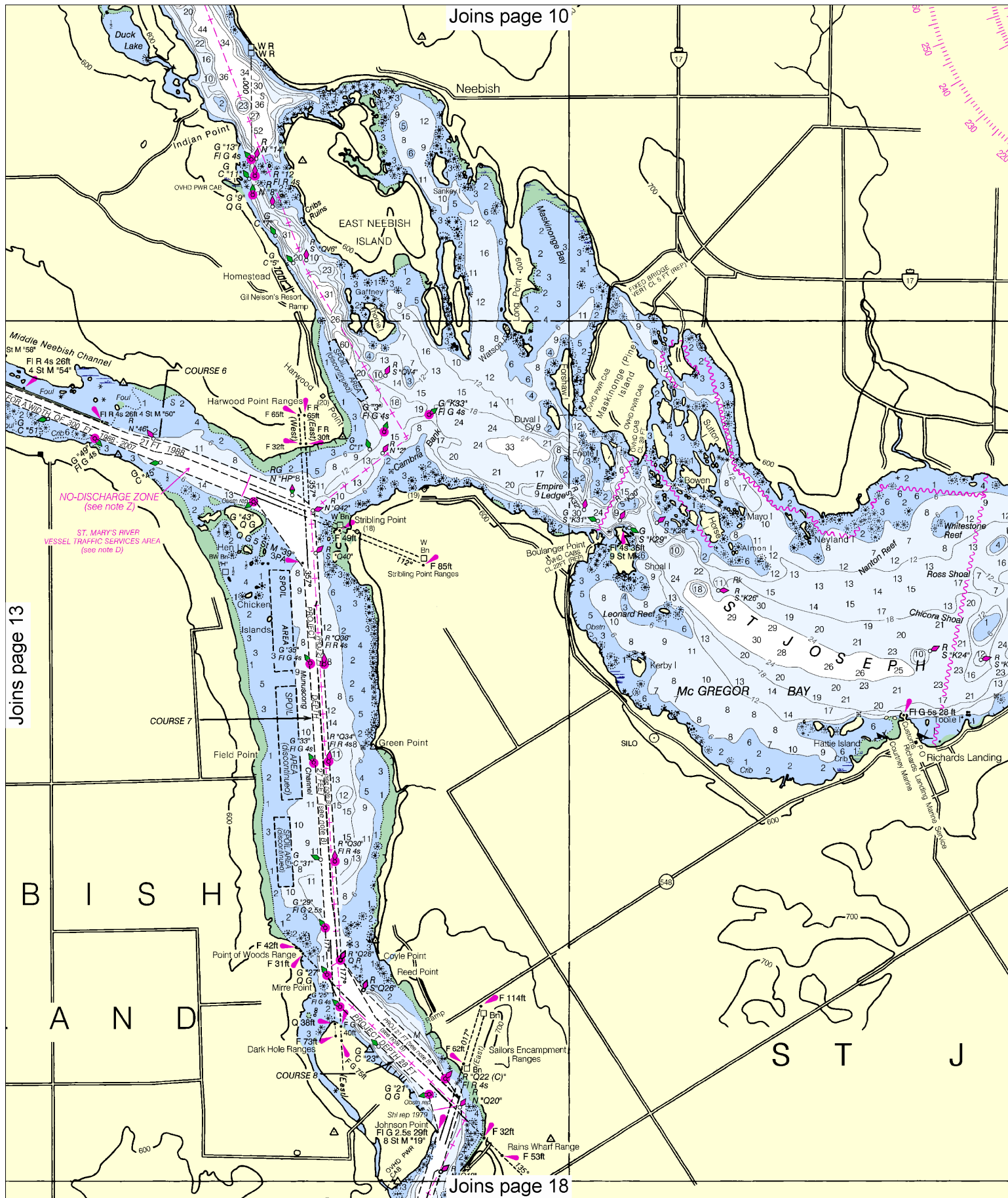




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Joins page 14

Joins page 17



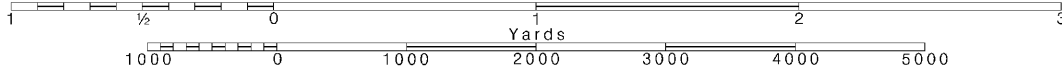
14

Note: Chart grid lines are aligned with true north.

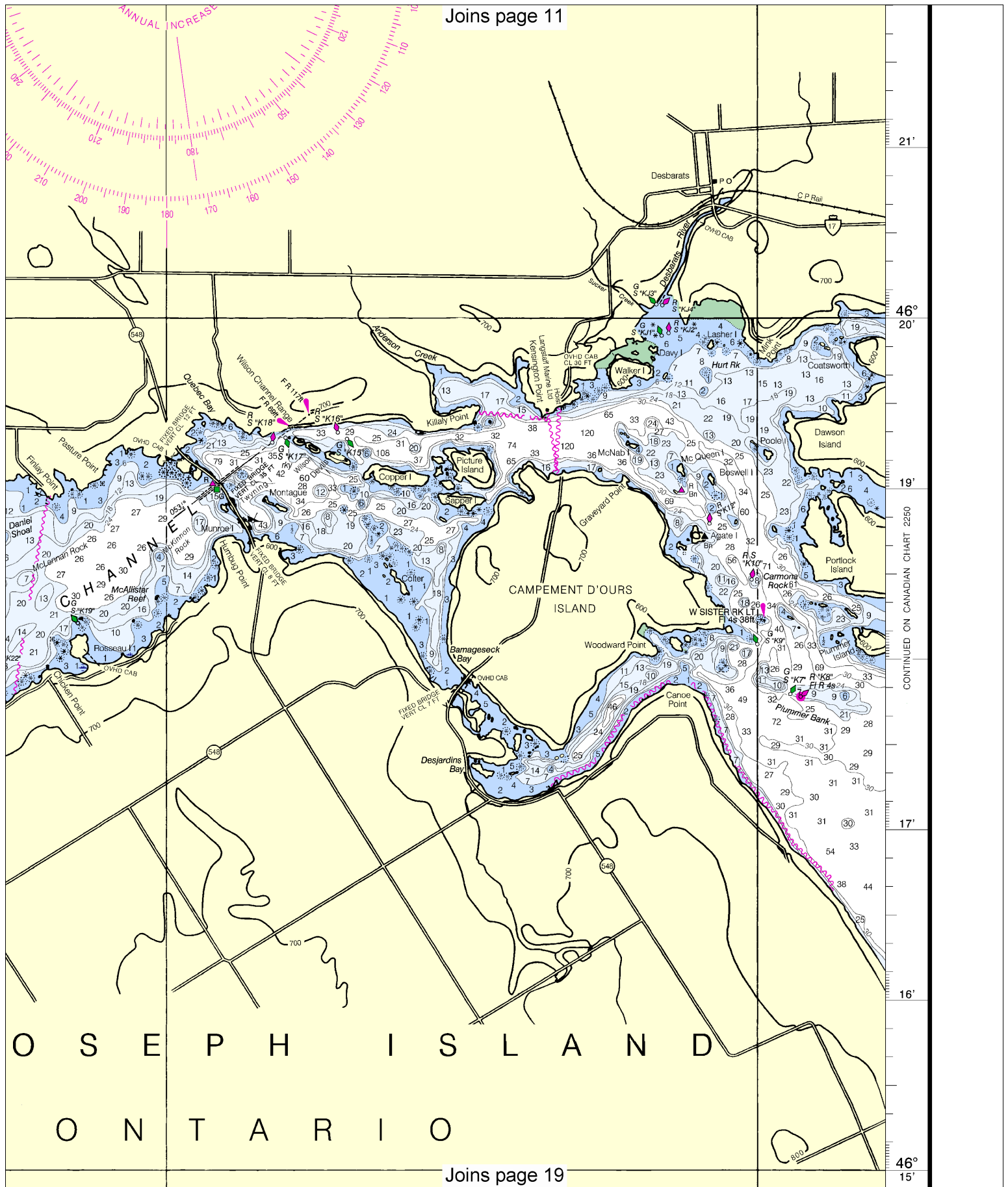
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SCALE 1:40,000  
Nautical Miles

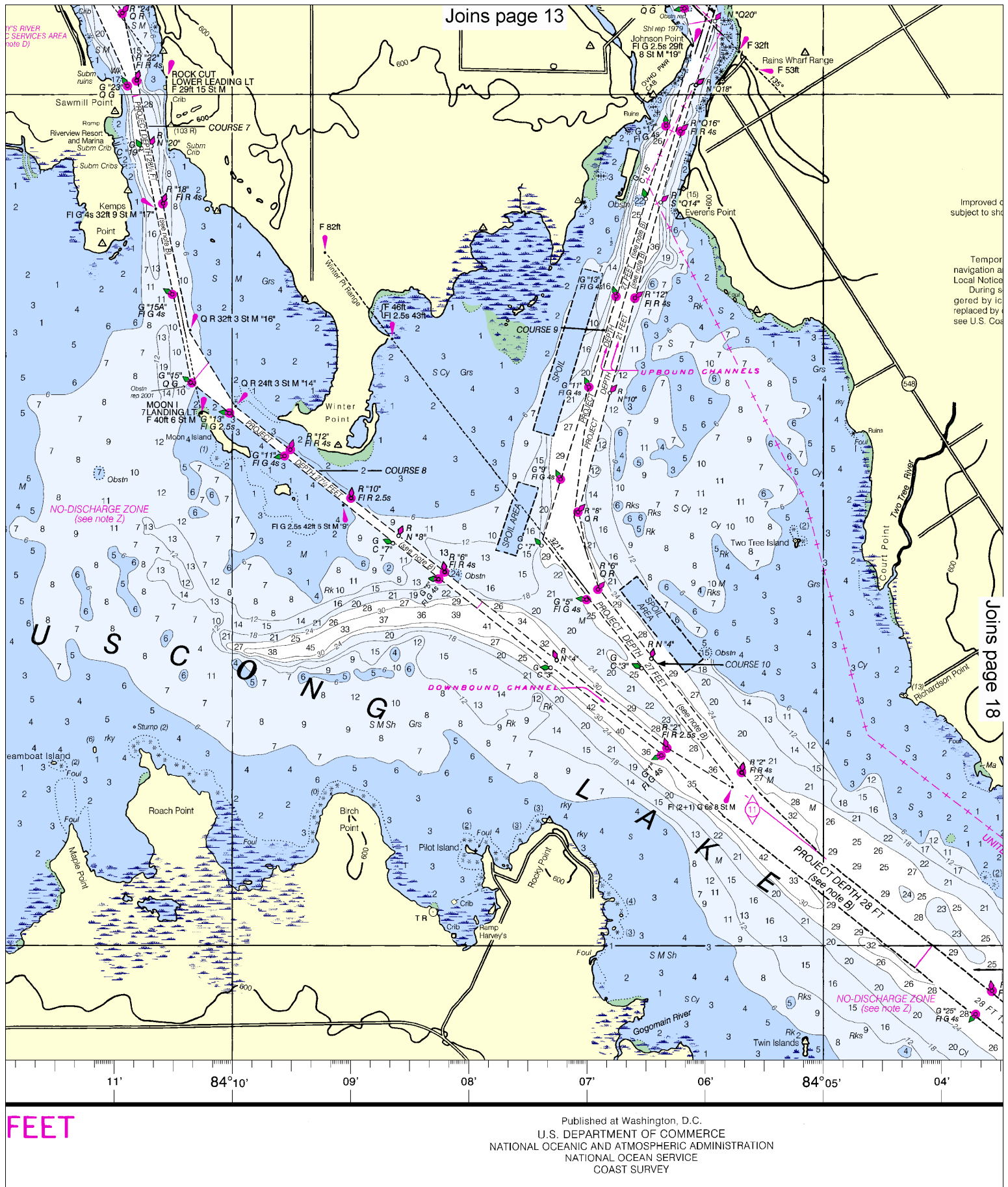
See Note on page 5.











Joins page 13

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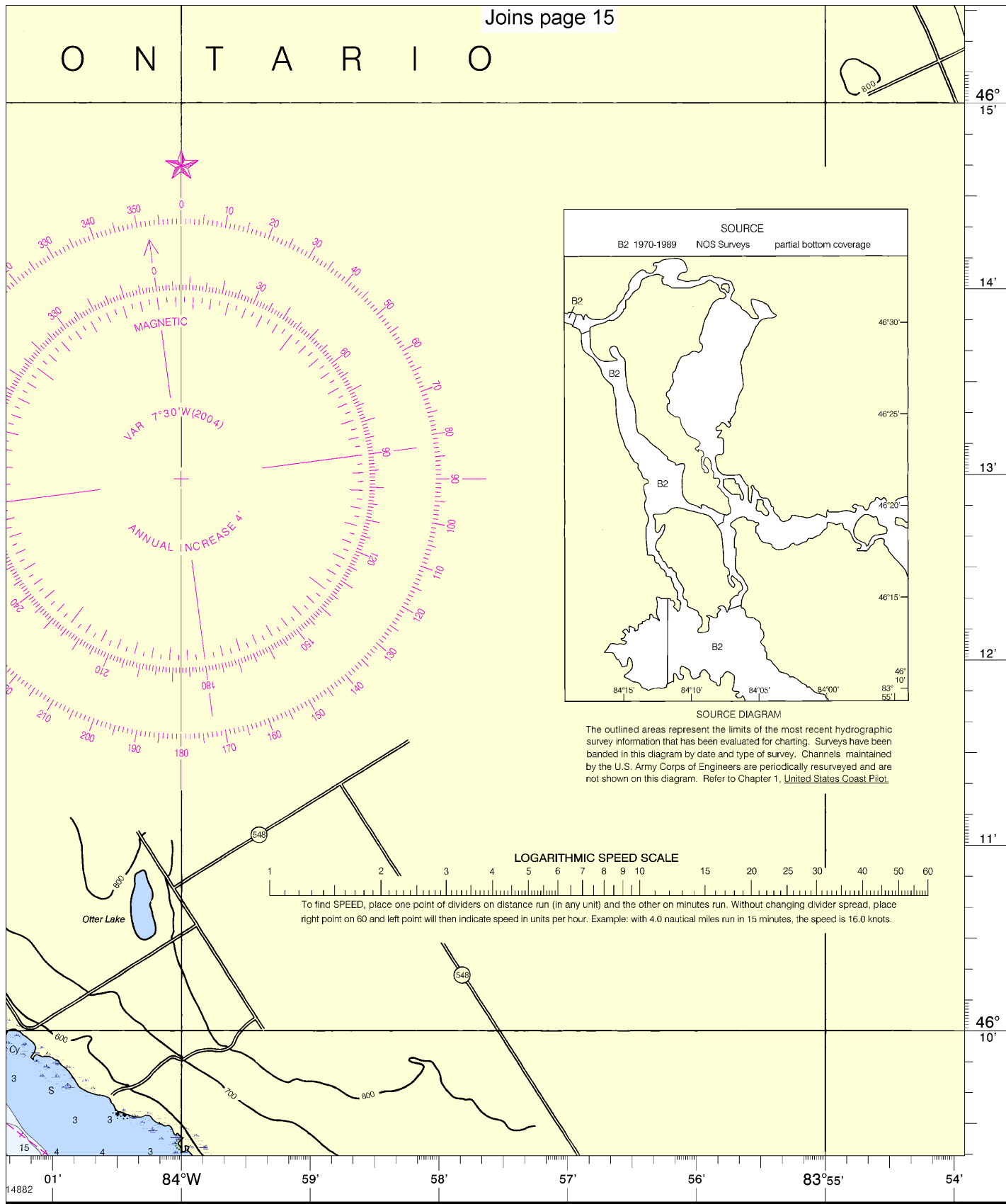
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replaced by  
see U.S. Coa

Joins page 18





O N T A R I O



46° 15'  
14'  
13'  
12'  
11'  
46° 10'

ATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

ED NO 43  
NSN 7642014010686  
NGA REFERENCE NO 14XHA14883

14883



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker